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studies of the Martinique volcano, La Montagne Pelée, were the result of three visits to the island ; and in 1906 he was able to gratify a long-cherished desire to see the wonders of the tropical forests by a journey into the interior of British Guiana. It was there that he contracted the fever which undermined his constitution and prepared the way for his untimely end.

In 1886 he organized the Geographical Society of Philadelphia and was long its president. Together with his brother Louis he gave much of his time for five years to the arduous task of reconstructing "Lippincott's Gazetteer of the World." In 1903, Yale University called him to direct the Department of Physical Geography in the Sheffield Scientific School. During his career he was highly honoured by various scientific societies, and at the time of his death he was President of the Association of American Geographers, Vice-President of the American Alpine Club, Associate Editor of the *BULLETIN* of the American Geographical Society, and he held prominent positions in several other societies.

Professor Heilprin was a man of brilliant intellectuality and restless activity, who accomplished great work in a brief space of years. The list of his published writings would be a long one. He had the respect of all men not only for his fine achievements but also for the simplicity of his character, his modesty and gentleness and his great desire to be helpful not only in widening the bounds of knowledge, but also in disseminating the truths of science more generally among his fellow-men.

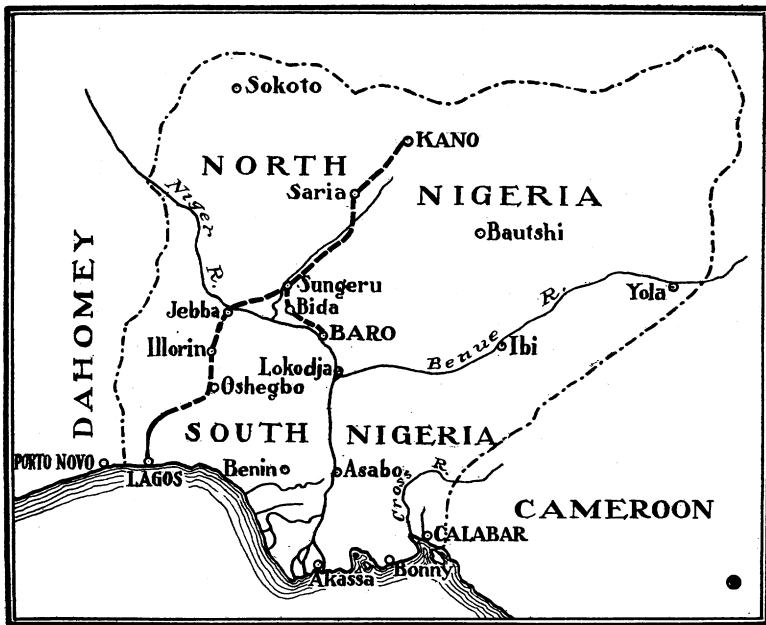
A RAILROAD THROUGH NIGERIA.

Several months ago an American who has lived in Nigeria said in New York that the climate and soil of that large region are favourable for the cultivation of cotton, but as yet there is no encouragement to raise it because there are no railroads to carry it to the sea. Cotton, being a bulky and low-priced commodity, cannot be carried to a distant market except at cheap rates, and only railroads to inner Africa will supply the cheap transportation required.

This railroad is now to be supplied. It is to start from Baro on the Niger River below the rapids that impede navigation. Vessels loaded with cotton brought by rail to Baro may descend the

Niger to Akassa, the port at its mouth where steamships may load the freight for Europe. The northern terminus of the railroad will be Kano, the great and populous capital of Hausaland, some 500 miles from Baro by rail and not far south of the Sahara Desert. Kano became known some sixty years ago as the greatest manufacturing and commercial centre of the western Sudan. It is expected that the railroad will largely increase its importance.

The British Government authorized the building of the railroad in August last. Its gauge is to be 3 feet 6 inches. Sir Percy Girouard is to superintend the work, and his former achievements



RAILROADS IN NIGERIA.

as a constructor of railroads in South Africa seem to show that he will do his task well. The line is to reach Sungeru at the end of 1909, Saria in 1910, and Kano in 1911. It will cost about \$6,000,000, and will be of enormous benefit to the people of Northern Nigeria and also of advantage to England in two principal ways. It will be of much strategical and administrative importance, and will offer a ready means of transporting the cotton crop, which promises to increase very rapidly in the future.

But Kano will be joined with the sea not only by this railroad and the Niger but also by a through rail route by way of Jebba and

Lagos. The South Nigeria Railroad is to extend from Lagos to Sungeru in Northern Nigeria. Our map shows the unbroken part of the line from Lagos, indicating the section of this railroad now completed. It is being pushed forward with energy, will attain the Niger at Jebba within less than a year, and in eighteen months trains will be running to Sungeru, where they will connect with the North Nigeria Railroad.

A bridge will be thrown over the Niger at Jebba, but all effort will first be devoted to completing the railroad, and trains will be ferried across the Niger until the bridge is completed.

These enterprises are significant, for they are certain to be great factors in the development of very promising parts of West Africa. Lagos is now the largest commercial centre on the Atlantic coast of the continent. An agricultural fair in that city recently testified to the importance which farming interests are already attaining. Many native farmers were among the exhibitors, and such exhibitions are regarded as having important educational influence upon the natives.

THE SOURCES OF THE RHINE.

This photograph, produced in *La Montagne* (No. 7, 1907), shows the head streams of the Rhine. These little brooks, far up on the slopes of the Adula Mountains, unite to form the Hinter-Rhein or Further Rhine. They are filled with purest glacial water, and we see in the picture the snow and ice extending down the mountain slope a little way below the glaciers that are the perennial fountainhead of the great river.

This mountain slope is a part of the hydrographic centre of the Alps. The eastern and northern slopes of the Adula group send their glacial streams to the Rhine. The drainage of the western slopes reaches the Ticino River and has its outlet in Italy. A little to the west, the heights around St. Gotthard contribute water both to the Rhine and the Rhone systems.

Many other lofty glaciers besides those of the Adula group are feeders of the Rhine. This is the reason why the Rhine is the most useful of all the rivers flowing through Germany. Its facilities for navigation, its great wealth of water, and its exceptional depth make it the most important among the German rivers. In summer, when other rivers, excepting those of the Danube system, shrink greatly